



UNION OF ROAD TRANSPORT ASSOCIATIONS IN THE BLACK SEA ECONOMIC COOPERATION REGION
(BSEC-URTA)

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Istanbul, 25 April 2006

NINTH MEETING OF THE BSEC-URTA GENERAL ASSEMBLY

BSEC PERMIS Headquarters, Istanbul - TURKEY
Thursday, 11 May 2006, at 10:00 hrs

**MANDATORY RETRO REFLECTING MARKING OF HEAVY GOODS VEHICLES
(HVG) DECIDED BY THE UNECE WORLD FORUM FOR HARMONIZATION OF
VEHICLE REGULATIONS (WP29) IN GENEVA ON 8 MARCH 2006**

(Information Paper prepared by the BSEC-URTA International Secretariat)

The UNECE "World Forum for Harmonization of Vehicle Regulations" (WP.29), at its last meeting in Geneva on 8 March 2006 – despite the IRU opposition supported by a few Contracting Parties to Regulation 48 – decided by a majority vote to make retro reflective marking mandatory for all heavy goods vehicles in all contracting parties.

According to the UN ratification procedure for amendments to regulations, the UNECE Secretariat will submit the new amendment to the United Nations in New York, if not, yet. Unless not less than eight Contracting Parties will inform their objection to the United Nations within a period of six months after the new amendment was submitted as above, the new amendment will enter into force for all the Contracting Parties to the UNECE Regulation 48, and all heavy goods vehicles will have to be equipped with mandatory retro reflecting marking in all the countries concerned.

However, since October 2004, the international road transport industry, under umbrella of the IRU, has been objecting against adoption by the UNECE of the mandatory retro reflective marking of heavy goods vehicles (HGVs). In this context, the IRU repeatedly requested its Member Associations to act on national and international levels, as appropriate, based on the following arguments:

- *It is seen by the industry, as an unenforceable over-regulation, which would be difficult to implement, not targeting the main cause of accidents in a cost effective way (estimated total cost being around € 1000 per articulated vehicle), and therefore, which will not help to improve road safety;*
- *HGVs that can be marked (articulated trucks) are mostly those vehicles being used on highways, delivering goods from one logistics centre to another. However, on a highway, the requested side marking brings no road safety advantage;*
- *Legal durability requirements of retro reflective marking tape are not guaranteed;*
- *Driven by the world's leading manufacturers of retro reflective marking tape, the campaign on using the retro reflecting marking has more a commercial underground, which was underlined several times by the IRU.*

Based on the latest developments and abovementioned arguments, the BSEC-URTA Member Associations are expected to give country reports during the Ninth Meeting of the BSEC-URTA General Assembly in Istanbul on 11 May 2006, so as to evaluate the likely position of each BSEC Member State in regards with its readiness and willingness to implement or intention to submit formal objection to the UN about the foreseen mandatory retro reflective marking of HGVs.

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